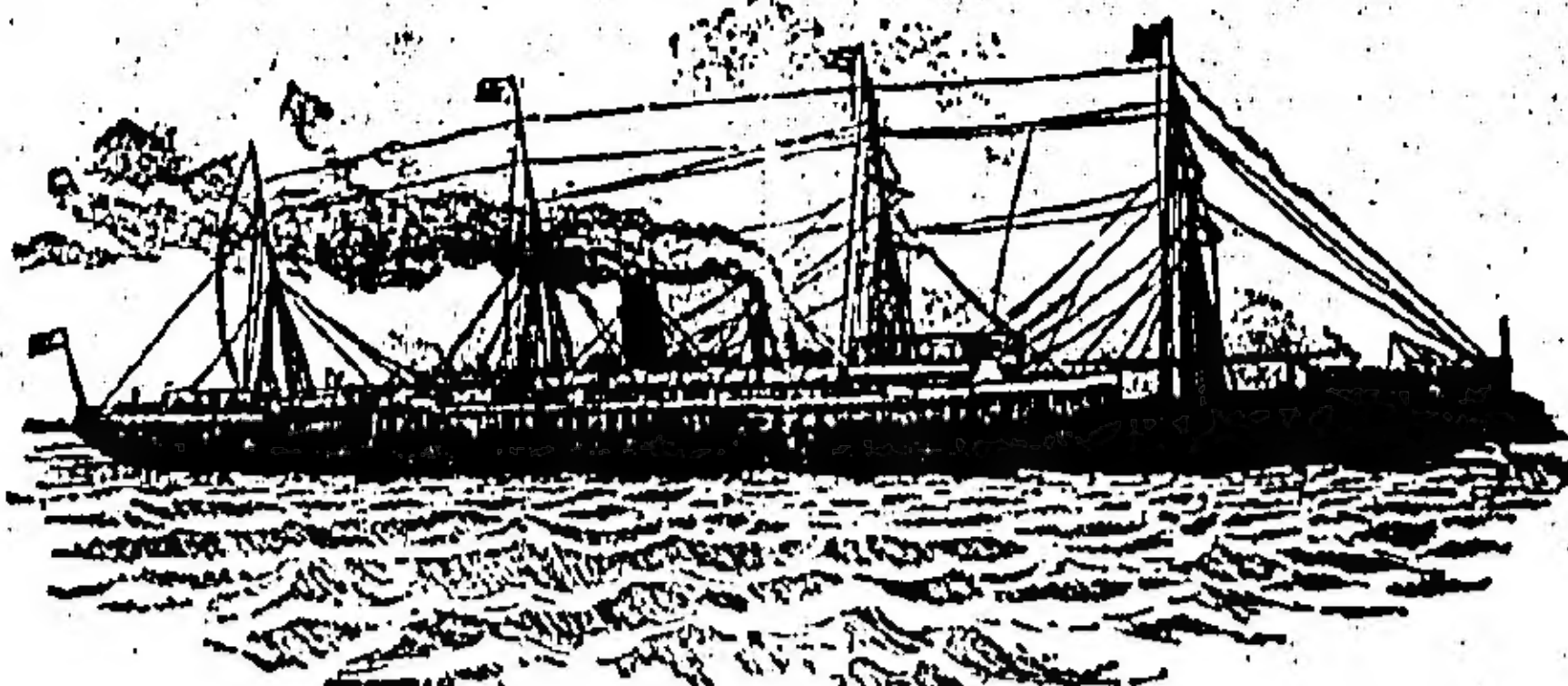


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	SATURDAY, 15th October, at Noon.
"KOREA"	11,276 "	SATURDAY, 29th October, at Noon.
"GAELIC"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DOBIC"	4,783 "	SATURDAY, 17th December, at Noon.
"MANOEBURIA"	8,750 "	SATURDAY, 24th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 15th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services; and to European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

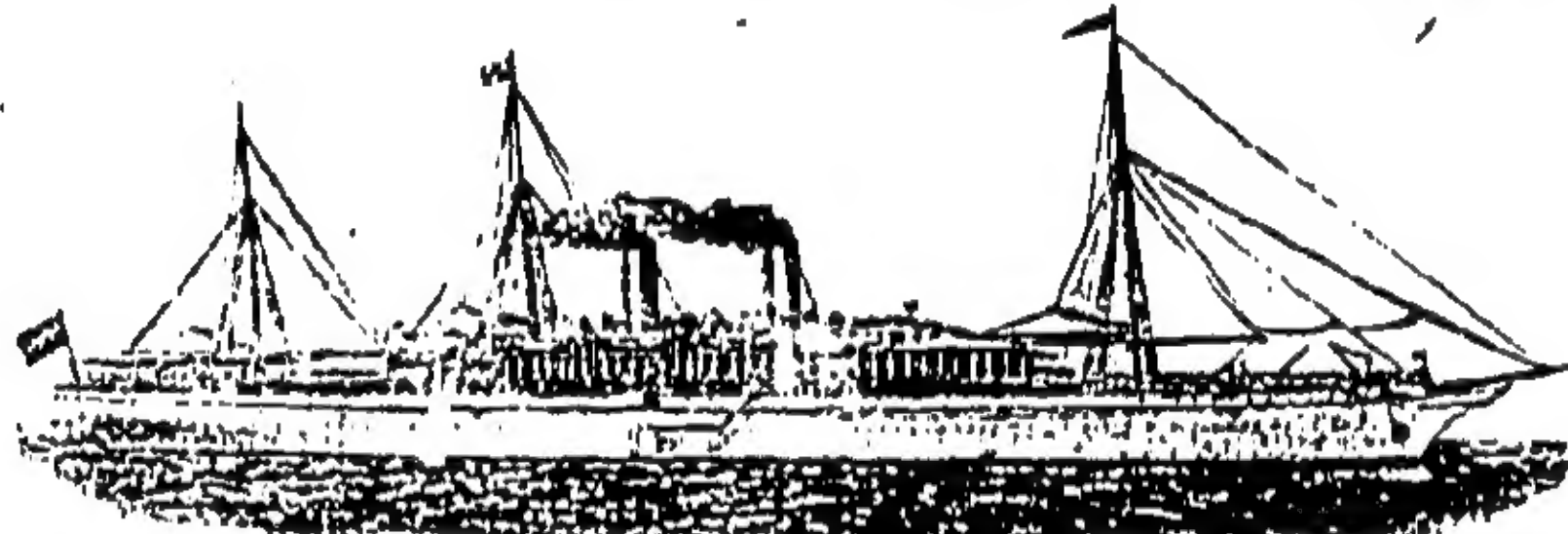
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-boards throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons 10,000 H.P. Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,440 Tons. | WEDNESDAY, 12th October. |

"EMPRESS OF CHINA" 6,000 " | WEDNESDAY, 19th October. |

"TARTAR" 4,475 " | WEDNESDAY, 2nd November. |

"EMPRESS OF INDIA" 6,000 " | WEDNESDAY, 16th November. |

"EMPRESS OF JAPAN" 6,000 " | WEDNESDAY, 14th December. |

"ATHENIAN" 2,440 " | WEDNESDAY, 28th December. |

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 21st September, 1904.

HAMBURG-AMERIKA LINIE.

Ostasiatischer Frachtdampfer Dienst.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA HAVRE and HAMBURG. | 18th October. | Freight. |

BRISGAVIA HAVRE and HAMBURG. | 1st Nov. | Freight. |

SLAVONIA HAVRE and HAMBURG. | 15th Nov. | Freight and |

SEGOVIA HAVRE and HAMBURG. | 29th Nov. | Passengers. |

SENEGAMBIA HAVRE and HAMBURG. | 13th Dec. | Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Onsen's Buildings.

Hongkong, 6th October, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

[58]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,200 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons. | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at 2 P.M.
Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,197 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons. | Captain J. Willox. |

"NANNING," 569 " | C. Bulchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

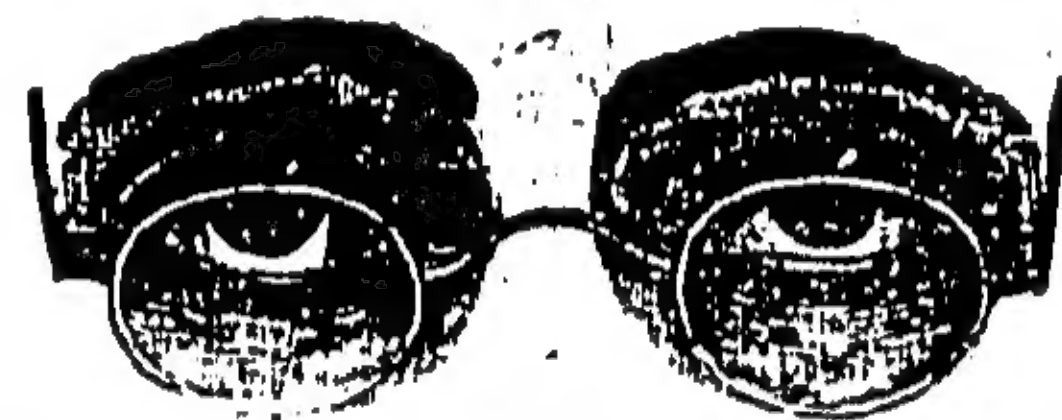
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are useful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st October, 1904.

A. S. TUXFORD, Manager.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES
Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best. "THREE YEARS"
guarantee given to every purchaser.

20, QUEEN'S ROAD,
Watson's Building.

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

[S] now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 2nd September, 1904.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLA-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong 15th September, 1903.

Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 510 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, AERATED WATER
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 367.
Depot, Ice House Street, Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

[677]

HONGKONG YOUNG MEN'S
CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, Des Vœux Road Central.

THE NIGHT SCHOOL of the above will
open for its regular Autumn Session on
TUESDAY, October 4th. Books open for
registration till October 15th.

SUBJECTS TAUGHT: Shorthand, Type-
writing, Book-keeping, Commercial Correspond-
ence, English (Primary, Intermediate and
Advanced), Mandarin, French, German,
Japanese, Music and the English Bible.

FEES very moderate.
FULL PARTICULARS in our printed
EDUCATIONAL ANNOUNCEMENT which will
be furnished upon application.

Hongkong, 1st October, 1904.

[1095]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES.

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[1091]

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.
Trams pass the doors every few minutes.

The only House on the Road.
The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.
Good Sea Bathing.

Intimations.

Wm. Powell, Ltd.
Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

ON MONDAY, OCTOBER 10th,

we shall have on yi w the following
fine selection of
NEW GOODS.

LADIES' DEPT.

ALEXANDRA BUILDINGS,

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Fichus and Scarves.

Vivella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and
Damask Cloths.

Linen Huckaback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask
Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling
Bags.

Winter Underwear.

So., So., So.

Wm. POWELL, Ltd.
HONGKONG

Hongkong, 1st October, 1904.

Intimations.

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 20th October, 1904, at Noon, for the purpose of receiving the report of the Directors, together with Statements of Accounts for the year 1903 and for the half year ending 30th June, 1904, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 21st September, 1904. [1057]

**CANTON INSURANCE OFFICE,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on FRIDAY, the 21st proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Canton Insurance Office, Limited.

Hongkong, 29th September, 1904. [1087]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SU DAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.

NIGHT CARS as on Week Days,

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUGHES & SON,
General Managers.

Hongkong, 1st October, 1904. [1094]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,
WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

**"APOLLO
MASTER
PLAYERS"**

IN LOWERING THEIR PRICES, AND
WE NOW OFFER THEM FROM
\$385.

NEW

CONSIGNMENT

JUST ARRIVED

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 12th September, 1904. [1096]

THIBET: THE LOOK ON
THE WORLD.

INTERESTING DESCRIPTION OF THE
MYSTERIOUS METROPOLIS OF
BUDDHISM.

The presence of a British expedition in the so-called sacred city of Lhasa—which had previously been visited only twice by Europeans—is directing public attention to the isolated and practically unknown country of Thibet. Not since 1811 has an Englishman walked the streets of the metropolis of Buddhism; but now it is by some thought that the "long-closed land" will open its gates to trade and intercourse with the outer world.

A COUNTRY ABOVE THE CLOUDS.

The country itself, although it appears very small on an ordinary map, is nine times the size of Great Britain, and is situated on what is literally the roof of the world. The greater part of Thibet lies at a higher altitude than Mont Blanc, its vast tableland being over ten thousand feet above the level of the sea, and its mountains towering twenty-five thousand feet into clouds—six times the height of Ben Nevis. This altitude makes the climate almost as cold as Siberia, although Lhasa is in the same latitude as Cairo, in Egypt.

Thibet is said to be rich in minerals, and gold is found in the sand of the river-beds. Mining, however, is not allowed, owing to a superstition that if gold was extracted from the rocks, no more gold dust would be found in the rivers, the gold veins being the plants and the dust the fruit, or flowers.

The greater part of this strange country is bleak, stony, and destitute of trees. In some districts, however, grass, barley, and apricot trees grow in abundance. Dried apricots are extensively used by Thibetans for food, and strangers are allowed to help themselves freely as they pass through the orchards, on condition that they return the stones to the proprietor. The oil of the apricot tree is also used for cooking and as an illuminant. The uninhabited wastes abound with animal life—antelopes, wild asses, bears, foxes and hares being plentiful.

BUTTER AS OLD AS YOURSELF!

The chief wealth of the Thibetans is in flocks and herds, and they raise great numbers of yaks, a species of cattle. This animal, which only flourishes at a height of over twelve thousand feet, is invaluable to the people. Its milk is as rich as cream, and makes good butter; its long hair readily weaves into cloth; and it is a sure-footed beast of burden, carrying loads of two hundred-weight over steep and rocky paths.

Vegetarians will be interested to know that very little beef is eaten in Thibet, as it is considered exceedingly wasteful to kill a useful animal for the sake of consuming it. The chief articles of food in Thibet are bread, rice, fruit, milk and butter. The latter is always used raw, and the Thibetans consider that it improves by keeping in skins, which are sometimes opened and eaten thirty years after being sewn up.

The people of Thibet, although they have had no opportunity of learning the vices of the Europeans, drink to excess very frequently. Every tribe has some kind of intoxicant. They are practically free from the habit of opium smoking, but are greatly given to the use of tobacco and snuff. Even the lamas—or Buddhist priests—take great quantities of snuff, although they do not smoke.

No Thibetan could be happy without a plentiful supply of tea. An invariable accompaniment of every man is his pu-ku, or wooden tea-cup, which he carries in the bosom of his garment. When he has finished his meal, the Thibetan picks up his pu-ku, replaces it in his bosom, and wipes his greasy hands on his face or boots.

In character the Thibetans compare very favourably with most heathen nations. They are said to be truthful, good natured, industrious, friendly and seldom angry.

The Thibetan is very religious, and although cleanliness is not next to his form of godliness or anything like it, he easily takes first place as a praying man. The Mohammedan is not in it with the Thibetan Buddhist. He prays with his lips, he prays with wheels turned by hand, by machinery, by water, or by smoke; with flapping yards of calico upon which thousands of prayers are printed, and attached to tall poles, that by the action of the wind these prayers may be wafted to Buddha.

"Mani" strings are often stretched across valleys with hundreds of little bits of rag tied to them, on each of which is written, "Om mani pad me hum." Every Thibetan man and woman wears a charm box containing a small image of Buddha and a piece of paper on which the same words are written. Rich Buddhists maintain sculptors who do nothing else but chisel these words on rocks and stones everywhere. Every child learns to lip this prayer as soon as it can speak at all; it is uttered with the last breath of the dying; pilgrims mutter it incessantly as they walk towards their goal; shepherds repeat it as they watch their flock; women as they work about the house.

Yet the great majority of the people who so tirelessly repeat, "Om mani pad me hum" have no conception of its meaning. Even the priests can give but little explanation of it. The words are supposed to be a prayer addressed to the divine guardian of Thibet and are in Sanscrit, which may be translated literally as, "Oh, God the Jewel lotus, amen." That is, "Oh, God, the Jewel in the lotus flower, Amen."

The Thibetans are undoubtedly a very dirty people. Children are never washed, and adults only once a year, if at all. Their skin is of a brownish-yellow tint, but travellers say that their complexion is naturally as white as that of Europeans. An explorer who had a Thibetan in his service near the Indian frontier tells that one day the lama brought him his morning cup of tea while he was shaving. The Englishman seized the opportunity to persuade the Thibetan to scrub his face with soap and water. This he did

and the lama was greatly pleased with the result as seen in the looking-glass. On going into the street, however, the Thibetan was so ridiculed by his fellow-countrymen that he never repeated the experiment.

SMILES THAT FRIGHTEN THE BABY.

If a Thibetan wishes to express pleasure he shoots out his tongue. For a salutation, he holds out both hands horizontally with the palms turned upward and stoops a little, with the words, "Aka de-mo"—How do you do? In Central Thibet the mode of salutation is to stick out the tongue, pull the right ear, and howl in order to express the opinion that a thing is very good; it is usual to hold up the thumb and keep the fingers closed; to indicate that a thing is second best, the first finger is held up; and so on to the little finger, which means that a thing is as bad as it can be.

The Thibetan dress is generally dark, except on the Kashmir border where the men dress in white, the women in black. Both sexes wear trousers and long mantles, with a girdle round the waist. The Thibetans show the same disregard of cleanliness in their dress as in their persons, the poorer classes not thinking it necessary to wash a garment.

They are very superstitious. When small-pox is prevalent, the people in the villages try to stay its progress by placing thorns on the bridges and paths so that the evil spirits—who apparently walk barefoot—may turn aside.

Girls are generally married before the age of eighteen, and are always purchased from their parents. The position of women in Thibet is one of honour and responsibility as well as hard work. As soon as a bride enters her husband's home she assumes the control of nearly all his affairs. No buying or selling is done without her leave, and she rules the family and the home as she pleases.

Thibet possesses a vast literature, which is constantly being added to by the lamas. For many centuries the art of printing has been practised by means of wooden blocks. Many of the people can read, and besides the lamas can write.

A MYSTIC CITY.

Lhasa—which for so many years has been regarded as the most mysterious city in the world—is described by the newspaper correspondents who have reached it with the British Expedition, as a very disappointing place. High hills surrounded the city on every side and not until a rocky ridge is ascended does the pilgrim come within sight of the mass of huddled roofs and trees dominated by the golden dome of the Ic-Kang Cathedral.

This sacred city of Buddhism is not walled or fortified. The Ring-Khor, or Circular Road, six miles in circumference, surrounds it, and includes the hill on which the palace monastery stands.

The general impression of the city is disappointing. It looks like a town of some fifteen thousand inhabitants, poorly built and insignificant but for the cathedral. The houses are generally three storeys high, and the streets serve the purpose of drainage-channels, while the whole place is infested with dogs. The monastery, which is quite detached from the city, is magnificent. Its golden domes shine in the sun, and make it a landmark for miles around. This huge pile must strike with awe and veneration the thousands of pilgrims who come to the sacred city from every part of Asia.

GOVERNOR, PRIEST, AND POPE.

This monastery is also the palace of the Dalai Lama, the Governor of Thibet, and a personage who in the Buddhist world occupies a position of authority very similar to the Pope of Rome. In the innumerable chapels and shrines of his palace are said to be stored up treasures of unknown value mostly in the form of gold and silver images lavished upon the Dalai Lama by thousands of pilgrims during many centuries. City and district alike are full of populous monasteries, of which the two most famous are known as "The Riceheap" and "The House of Gold." It is a city of beggars as well as of monks; for these monks produce nothing, manufacture nothing, but live entirely upon the gifts of pilgrims—constantly labouring over copies of the sacred Buddhist writings. Every now and then Lhasa gives herself up to religious carnivals, wider and more fantastic than the West ever saw. As is well-known, Thibet has never been opened to Christian missionaries, although many unsuccessful attempts have been made to obtain a footing in the country. At various points round the frontier, however, missionaries have for years been learning the Thibetan language, preaching the Gospel to the tribes that periodically come down to the borders of India; and sending translations of the Scriptures into the stonishold of Buddhism by means of the Thibetan traders who frequently leave and re-enter their country.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	109 1/2
Do. demand	109 1/2
Do. 4 months sight	110 1/2
France—Bank T.T.	229 1/2
Imperial—Bank T.T.	147 1/2
Germany—Bank T.T.	186 1/2
India—Bank T.T.	136 1/2
Shanghai—Bank T.T.	137 1/2
Japan—Bank T.T.	104 1/2
Singapore—Bank T.T.	104 1/2
Java—Bank T.T.	104 1/2
4 months sight L/C	110 1/2
6 months sight L/C	110 1/2
30 days sight San Francisco & New York	45 1/2
4 months sight do.	45 1/2
30 days sight Sydney and Melbourne	110 1/2
4 months sight do.	110 1/2
6 months sight do.	110 1/2
4 months sight Germany	137 1/2
Bar Silver	191 1/2
Bank of England rate	2 1/2

Selling.

4 months sight L/C	110 1/2
6 months sight L/C	110 1/2
30 days sight San Francisco & New York	45 1/2
4 months sight do.	45 1/2
30 days sight Sydney and Melbourne	110 1/2
4 months sight do.	110 1/2
6 months sight do.	110 1/2
4 months sight Germany	137 1/2
Bar Silver	191 1/2
Bank of England rate	2 1/2

Buying.

4 months sight L/C	110 1/2
6 months sight L/C	110 1/2
30 days sight San Francisco & New York	45 1/2
4 months sight do.	45 1/2
30 days sight Sydney and Melbourne	110 1/2
4 months sight do.	110 1/2
6 months sight do.	110 1/2
4 months sight Germany	137 1/2
Bar Silver	191 1/2
Bank of England rate	2 1/2

Today's quotations are as follows:—

Ma's New	1,050/1,100
Old	1,100/1,150
Older	1,200/1,250
Oldest	1,300/1,350
Peking New	1,100/1,150
Peking Old	1,200/1,250
Peking Paper	850/900

Intimations.

A SILLY SAYING.

It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is. So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

CHRISTMAS AND NEW YEAR GIFTS

FOR HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignees) in any part of the World.

LATEST SHIPPING DATES.

To England	Nov. 8th
To France	Nov. 15th
To Germany	Nov. 15th
To Italy	Nov. 15th
To United States via San Francisco	Nov. 15th
To United States via Suez Canal	Oct. 10th
To India	Oct. 21st
To South Africa	Oct. 21st
To Australia	Oct. 21st
To Canada	Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE—3, DUNDRELL STREET.

Hongkong, 9th October, 1904. [1116]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following REVENUE FARMS, for the year 1905, or for the three years 1905, 1906, 1907:—

OPPIUM FARMS.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 459.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN BY AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.

Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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world is 30 cents per quarter.

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five cents.

MARRIAGE.

On the 4th of October, at the Synagogue
"Beth-El," Shanghai, A. GOLDMAN, eldest son
of Mr. and Mrs. S. Goldman, of Nagasaki, to
JOSEPHINE, the youngest daughter of M.
Haimovitch, of Shanghai.

DEATH.

On 6th October, at No. 48, North Saichuen
Road, Shanghai, JOSEPHINA ROZA dos SANTOS
OLIVEIRA, widow of the late F. S. Oliveira, of
the North-China Herald Office.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 11, 1904.

JAPAN'S FINANCES.

Many statements have, of late, been ap-
pearing in the Press regarding the financial
resources of Japan, and as the question is
again coming to the fore by reason of the
probabilities of a lengthy campaign in Man-
churia, it will not be untimely to revert to
the subject. It will be seen from another
column that the Premier of Japan, in the
course of an address to the Governors, said
that increased taxation would be resorted to,
but there was a limit to its resources, and it
would be necessary to raise the bulk of the
funds required by the issue of public bonds.

It would also appear from a paper, which
the *Kobe Chronicle* understood was to be
laid before the meeting, that, calculating the
municipal taxes and imposts throughout the
Empire on figures submitted, the total of the
Municipal, city, and village taxation for the
present year will be about ¥40,860,000,
showing a decrease of about ¥13,000,000,
which, added to the eight million decrease
in the prefectural taxes, make a total
decrease of ¥21,400,000. Deducting this
amount from the increase in the
direct national taxes, the actual increase
of the latter by means of war im-
posts is no more than ¥12,860,000.

When the increase is compared with last
year, when the percentage was 3.3, and the
actual increase is calculated on the addi-
tional levy on the income and business taxes,
and when the decrease in the prefectural,
city, and village taxes is taken into account,
it will be found that the actual burden of the
nation by reason of the war amounts to no
more than ¥5,900,000, and divided among the
prefectures the burden is very light.

Such being the case, concludes the paper,
there is no reason to feel apprehension re-
garding Japan's ability to carry on the war.
The *Chronicle*, however, points out that the
paper takes no count of indirect taxation
which has doubled the price of some articles.
The Premiers defied any anxiety as to econ-
omic conditions, and urged local economies and
the encouragement of local trade. From this
it would appear that Japanese statesmen
are no more afraid of Russia financially than
they are militarily. The industrial develop-
ment of the country is going forward pre-
cisely as in peace time, and when she floats
the fourth series of exchequer bonds her
credit will be as good as ever and, in fact,
much improved by the discovery of the great
gold field at Iwate, and the consistent vic-
tories that are falling to its arms in the field.

When the negotiations between Japan and
Russia took a turn as almost to cut off every
hope of peace being maintained, it became
imperatively necessary to make at once
military preparation so as to be ready for all
eventualities, and in order to meet the ex-
penditure authority was given for diverting
the funds kept under special accounts, issuing
exchequer bonds, and making temporary
loans for the purpose of meeting the enormous
expenditure. Of course, it is impossible to
fix proportions of the estimates of the cost
of the war with the precision affected by
one authority, who puts the weekly Japanese
expenditure at £633,333 and the Russian at
£1,079,250. Viscount Tadasi Hayashi
believes that the Japanese are probably
spending a third or a fourth less than the
Russians, and emphasises the fact that the
armies of the former are fighting close to
their own country, whereas the Russians are
thousands of miles away, and consequently
the cost of her operations must be greatly in
excess of those of Japan. The whole financial
question is at present being investigated by
those in authority, and the plans they devise
for the future will doubtless be issued in the
course of a few days.

The Australian cruiser *Albatross*, arrived this morn-
ing from Shanghai and saluted the port.

Mr. J. J. Hill's new Pacific liner *Minnesota*,
made 174 knots on her trial trip, in ballast.

LIEUT.-General Baron Ogawa, Commander of the
Fourth (Osaka) Division is to be made a full
General.

SHELLS fired recently by the Russians at Port
Arthur have been found to be filled with
sulphur only.

THE Japanese have completed the change of
the railway gauge to within ten miles of
Liaoyang.

VICEROY Tsen Chun-hsuen has postponed
his return to Canton till the end of this month.
—*Universal Gazette*.

THE Russians, with their conspicuous regard
for the neutrality of China, are enlisting large
number of Mongolians.

It is reported that the H. K. K. K. S. *Hokumon*
Maru, 534 tons net, has been wrecked off
Nassapu. No lives were lost.

ACCORDING to Singapore exchanges, a drunken
West Indian sailor ran amok the other evening
and wounded nine natives at Tanjong Pagar.

THE sorcerers have predicted an invasion of
Korea by the Russians from the north-east.
Only a few "million" Cossacks are to reach
Seoul alive!

DESPATCHES from Mukden describe terrible
distress among the native population, who are
half starving in consequence of the destruction
of the crops.

THE man Bailey who assisted a convict, named
Odium, to escape from the custody of the U. S.
Consulate at Shanghai, on the 9th ult., has been
sent to prison for two months with hard labour.

THE Australian Commonwealth invited new
tenders for the mails in July last, allowing
wider latitude in respect of coloured labour on
mail boats, but is now again including the "all
white labour" clause. The Orient Line made
the only tender.

THE *Yiji* proposes that the Anglo-Japanese
Alliance should be extended so that England
shall secure Japan's possession of Saghalien
when she recovers that island, and Japan shall
assist in preventing any Russian aggression on
England's possessions and protectorates in Asia.

LI-Ching-mei, new Governor of Kwangsi,
arrived at Yungchow on the 11th September.
All preparations have been made to welcome
the new Governor at Kweilin. The family
of Koh Fengshih, the retiring Governor of
Kwangsi, is now on their way to Hupeh by the
water way.

THE Moscow *Novosti* insists that no quarter
should be given to Japanese, who should be
treated like mad dogs. It is to be feared that
articles of this kind, coupled with the Russian
contempt for the Hague convention, will have
a very bad effect at Port Arthur when the final
struggle comes.

THE Young Men's Christian Association,
European Department, have instituted a class
for Bible study, to be held every Thursday at
5.15 p.m. in their rooms in Alexandra Buildings.
Added to this they have started a class for
conversational Bible study, to be held on
Sunday afternoons at 3 o'clock.

REUTERS' Peking correspondent reports that
foreigners in China have lately been much pre-
occupied owing to the growing unrest in South-
ern Pechili, and Shantung and Honan Pro-
vinces. Agitators are utilizing the Transvaal
Labour recruiting as a theme of grievance, and
are issuing handbills denouncing the cruelties
alleged to be practised on the Chinese by the
employers there.

THE *Kobe Chronicle* says that a Sapporo dis-
patch states that the cargo of the *Onaka* which
recently stranded in the Soya Channel (between
Yezo and Saghalien) while on her way from
Shanghai to Vladivostok, consisted of 12,000
bags of salt, 1,900 cases of glass, bottled beer,
and tinned soup. No arms or ammunition
were carried. The vessel is listing about 30
degrees, and her bottom is seriously damaged.

THE Tokio Minister of Communications has
just notified the public that a Japanese postal
agency has been established at Swatow. The
rates of postage for the mails despatched from
the Chinese port to Japan and vice versa are
the same as those for domestic mails. The
Japanese Government are, it is reported, mak-
ing arrangements for the opening of the
Japanese postal service at several other towns
in South China.

WIRING on the 2nd instant from Chefoo, Reu-
ter's correspondent reported that according to
Chinese who left Port Arthur on Sept. 30,
severe fighting, wherein the Russians were the
aggressor occurred on the 28th and 29th Sept.
on the west shore of the Liaotoshan Promon-
tory near Pigeon Bay. The Russians were ap-
parently attempting to capture the heavy guns
which the Japanese had mounted in the
vicinity, but were unsuccessful.

REUTERS' correspondent with General Oku
reports that the first Japanese train arrived at
Liaoyang on the afternoon of Saturday, Octo-
ber 1. Trains will be running on a regular
schedule in a few days with engines and cars
brought from Japan. The completion of the
railway removes entirely the problem of trans-
port and ammunition supplies. The first train
to arrive brought quantities of ammunition, as
well as telegraph and railway supplies.

THE German papers report that the Kaiser
will visit H.M. King Edward in November.

It is rumoured in London that the King of
Spain will arrive on a visit to King Edward on
the 18th inst.

THE young Jew with many aliases, who was
charged with stealing a bicycle from a Chinese
shop was, this morning, sent by Mr. Kemp to
two months' hard labour.

MR. H. H. J. Compertz, who has just returned
from a short trip to Japan, resumed his seat at
the Magistracy this morning, when Mr. J. H.
Kemp reverted to his position as Second Police
Magistrate, relieving Mr. E. D. C. Wolfe, who
returns to Taipe.

THE following European telegram has reached
offices in Tokio:—The Tzar left for
Odessa on the 27th ult. for the purpose of bid-
ding farewell to the troops. The transport of
the 8th Army Corps was to commence on the
29th. According to the General Staff Office,
twenty-four battalions of Siberian Militia have
been completely formed.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 9th October, 1904:—

	Library	Museum
Non-Chinese.....	240	89
Chinese.....	87	1,769
Total.....	327	1,858

SOME anxiety was felt, in waterfront circles this
afternoon, by the non-arrival of the *Huengshan*
at her usual time. We understand that the
Chinese brokers who speculated regarding her,
were left, and in one or two cases sadly!
Captain Boardman tied up at the wharf at
five minutes past three this afternoon, and had
only to report the fact that his delay was due
to the towage of Chinese junks under special
charters.

A LONDON despatch states that King Carlos,
when opening the Cortes, announced that King
Edward and Queen Alexandra had invited him
and Queen Marie Amelia to visit them in Lon-
don in November. King Carlos added that they
intended to accept the invitation, because the
personal affection of their Majesties, and the
close friendship and alliance that exist between
the two countries, demanded that they should
do so.

MISS Fletcher, a medical missionary, was walk-
ing along Bonham Road last evening when a
Chinese youth rushed by and snatched a small
bag which was suspended from her waist-belt.
The man got away in the crowd, and as the
matter was reported to the police it is being
investigated. The bag contained a small sum
of money, a watch, silver pencil-case, and some
letters. This would appear to be a revival of
the "bag-snatching," which was so prevalent a
year or so ago, but of which no instances have
been reported for some time.

THE plans for booking seats for the Pollard's
Lilliputian Opera Company opened this morn-
ing at the Robinson Piano Company's office in
Queen's Road, business becoming brisk at once.
This was only to be expected on the return of
our little favorites, who are opening with *The
Rattle of New York*, on the 17th inst., which
will be repeated on the 18th, and followed, on
the 19th and 20th, by *The Gelsin*, and on the
21st, and 22nd by *The Gelsin Girl*, a
matinee performance of the latter being given
on Saturday, the 22nd inst. at 3.30 p.m.

SNOW had fallen on all the passes between
Lhasa and Gyantse, also at Gyantse itself
by the 15th ult., and the temperature along
the shores of Lake Palti was twelve degrees
lower than at Lhasa. The force was able to
purchase a certain number of blankets, but
the men were without fur coats and other
clothing, which were found essential last win-
ter, and if the weather grows much colder the
crossing of the Khamba and Karo passes are
likely to occasion much suffering. Fortu-
nately a certain amount of warm clothing is
stored at Gyantse. With regard to supplies,
the force is fairly well provided, but the flour
gave out and the troops were eating coarse
barley bread.

AT the instance of P. S. Adlington Mr. A.
Cunningham, Manager of the *South China
Morning Post*, was summoned for causing an
obstruction in front of those offices on the 6th
inst., by placing bags of paper on the pathway.
Defendant stated there was no intention on
the part of anyone concerned to cause an
obstruction. There was no traffic in that
locality to be interfered with as the road is
blocked with pumps, heaps of stone, and sand,
with several feet of water in the gutter, while
the bales, too, were only 3' by 2'. The paper
could not be removed that evening as the godown
was closed. Mr. Gompertz adjourned the case
so that he might have an opportunity of view-
ing the scene, and satisfying himself as to
whether an obstruction has been caused or not.

THE steamer *Hong Mow*, Capt. Dawson, from
Swatow for Penang, was detained at Singapore
for search because opium was found on board
the vessel. It is understood that the Opium
Farmer must defray cost of detention if no
more opium is discovered among the cargo.
Soon after she arrived at Singapore from
Swatow the Chinling of the ship brought ashore
and handed to Inspector Dooley a quantity of
opium valued at \$2,441 which he said. The
captain had found in the fore-castle at sea. It
was subsequently decided that, on the owners
of the *Hong Mow* giving an undertaking of
\$50,000 to take her back she could proceed to
Penang, and the vessel left at 6 p.m. on Sat-
urday. Inspector Dooley, of the Marine Police,
with a number of constables and chinlings
going on her.

TELEGRAMS.

THE WAR.

BEFORE PORT ARTHUR.

TWO MONTHS' OPERATIONS.

Mr. M. Noma, Consul for Japan, has kindly
forwarded to us the following telegrams:—
Tokio, 9th October, 8.40 p.m.

The Headquarters at Tokio has issued a
summary of the movements of the besieging
army at Port Arthur up to the 31st July last,
of which the more important items are as
follows:—

On the 26th May the Army captured
Nanshan, and the day following occupied
Nankiang, in consequence of which the
enemy in the neighbourhood of Sanshilipu
Station, was compelled to retreat to the
station and towards Port Arthur.

On the 28th May we captured Linshutun
and found that the enemy had destroyed the
fort and several buildings together with a part
of a wharf. In this engagement we captured
four guns, 46 railway carts, and other booty.

By the 29th May we had marched along
the heights to about two miles and a half
south-west of Sanshilipu, and on the 30th
occupied a position in a line from Antsushan
(about three miles and a half east of Lon-
chontsu) to Taitushan (five miles north-east
of Shaopingtau).

In Dalny, the well-built godowns and bar-
racks, numbering about a hundred, besides
a telegraph office and station, have not been
destroyed. Our booty there included about
430 railway carts, 50 sampans for use at the
wharves, about 2,000 tons of coal, and 20,000
sleepers. We found the dock and pontoon
in perfect condition, although a considerable
portion of the largest wharf had broken and
fallen into the sea. A few steam launches
were found to have been sunk at the entrance
to the dock.

On the 1st June a strong force of the
enemy occupied a position near Shiwantai-
kou, (some three miles and a half to the
south-west of Dalny) and Fensullingsu
(about a mile south-west of Antsushan).
The scouts of the enemy, "seen some thous-
and metres away from our outposts, were
observed to be wearing Chinese costume."
They frequently advanced and fired, and it
appeared to be their intention to join the
Russian Northern Army marching towards
the south.

On the 14th June a Russian battleship and
two gunboats approached Heishichiu (three
miles north-east of Shaopingtau) and bom-
barded our position for about 40 minutes,
and then withdrew to the westward. On
the afternoon of the 18th, three Russian
ships and eight destroyers appeared in the
neighbourhood of Shaopingtau and fired once
at our left wing, but immediately afterwards,
our fleet appearing, shots were exchanged
for half an hour and the Russian boats
withdrew to Port Arthur.

The works in the neighbourhood of
Shiwantai kou have been greatly increased,
and a tower for a search light has been erected
to command our position and the neigh-
bouring coast.

On June 26th we defeated the enemy and
captured Waitoshan (a mountain about six
miles west of Dalny), Chienshan (a mountain
368 metres high, seven miles south of
Lonchoutau, and to the west of Dalny),
Shiwantaushan (a height about two miles
and a half north of Shaopingtau) and
Shaopingtau. By occupying these positions
we gained a very great advantage in the
protection of Taitienwan; for, besides being
able to inspect the enemy's position we had
entirely changed the condition of affairs.
Our booty included two 6" quick firing guns,
and 200 round of ammunition for same.

From the 3rd to the 5th, inclusive, the
enemy made a most determined assault with
13 companies of artillery, employing at least
24 guns, eight of which seemed to be modern
quick-firers. Their firing was extremely
heavy, besides which several sudden attacks
were made in addition to night assaults.
Sometimes they advanced with their bands
playing. The firing was attended with fearful
slaughter, the Russians being within 6,000
metres and their aim most accurate. More-
over, on the 4th and 5th July, their fleet
bombarded our position, thus making the
fighting extremely difficult, though all our
troops, including three columns with heavy
guns, and marines, fought exceptionally well,
thus enabling us to keep our position. It is
obvious that it was the enemy's intention to
recover the important position at Chienshan,
and if possible to upset our establishments at
Dalny, and thus retain possession of Port
Arthur as long as possible.

On the 7th July, the enemy at Antsushan
erected defence works, and on the 8th
they bombarded our position. Two days
later we sent the twelve guns, captured by us
at Nanshan, and six heavy naval guns to the
front. On the 14th the enemy again fired at
our troops, and on the 17th we defeated one
of their companies of artillery, after which
they displayed the Red Cross flag to enable

them to remove their dead and wounded,
which we permitted them to do.

They again opened fire on the 18th
July, and on the 25th our army commenced
a prearranged march on the enemy, situated
in the neighbourhood of Shiwantai kou, An-
tushan. A fearful attack ensued, and despite
the heavy firing and determination of our
forces we were unable, by sunset on the
27th, to take either of the heights in that
neighbourhood.

On the 27th July our left column ad-
vanced to the heights east of Tapaishan, one
mile north of Longyuto, and attacked the
enemy, but our position against the enemy
was unfavourable, and they offered a most
stubborn resistance. Moreover, at half-
past two in the afternoon their flotilla ap-
peared in the neighbourhood of Rhuoto and
opened a heavy bombardment, with the
result that we had to abandon our advance.

We decided, however, on making a night
attack, so at 1 a.m. on the 28th we com-
menced operations from three sides, and
captured the position at 5 a.m. At dawn,
on the 28th, we continued the advance, and
about 9 a.m. the enemy made a general re-
treat. At noon we succeeded in capturing
the position and following them up, at
4 p.m., occupied the district extending from
Chang shan lingtau (about two miles and a
half north-east of the town of To chong tsu)
to In Ming Shi (about six miles north-east
of Golden Hill). It appeared that the main
body of the enemy had retreated to within
the inner defence works at Port Arthur.

The forts occupied by the enemy in the
neighbourhood of Shiwantai kou, Antsuling
and Tapaishan, were of a semi-permanent
nature, and built on precipices and had
been erected about two months. They
were occupied practically by all available
forces at Port Arthur, and were defended
by about sixty guns, of which at least
four appeared to be siege guns. Judging by
the reports from all sides the enemy's casu-
alties, during the fighting on the 26th, 27th,
and 28th July were over 1,000. Our booty
included two heavy guns, three quick-firing
guns and three machine guns.

Early in the morning of the 30th July
we approached, under cover of the dark-
ness, close to the enemy's lines, and at dawn
opened fire, and after a hard fight succeeded,
at 11 a.m., in capturing a position comprising
the whole of the heights south of To chong
tsu to that of Taitoshan.

The enemy retreated into the forts at Port
Arthur from which they subsequently dis-
charged small guns.

At the engagement the enemy left about
100 corpses on the field.

Shortly afterwards we commenced besieg-
ing the port, our army having reached to
within three or five miles of the town. On
the 31st July, the enemy again commenced
bombarding us with heavy guns.

IMPERIAL DECLARATION.

Peking, 11th October, 12.52 a.m.

Following is the text of an Imperial
Declaration issued by our Government at
Tokio on the 10th inst:—The loyalty and
gallantry which our army and navy have
constantly displayed since the outbreak of
the present war and the untiring efforts which
our officials and our people have put forth in
obedience to our commands, have resulted
in the present satisfactory development

TELEGRAMS.

(Route's.)

Russia.

London, 9th October.

The Tzar, the Tsaritsa, and the Tsarevitch have arrived at Reval.

The War.

General Kuropatkin has issued a general order to the troops in which he justifies the retreat to Mukden, on the ground of insufficiency of strength. He announces that the Emperor is inflexibly determined to conquer; and that he is sending adequate reinforcements. He intimates that the time is approaching to assume the offensive.

The Russian Baltic Fleet.

The captain of a German collier at Las Palmas, states that the Hamburg America Line has chartered 42 steamers to coal the Baltic fleet, of which a dozen or more will go to Las Palmas.

British Naval Movements.

The cruiser *Aurora* will leave Gibraltar for Las Palmas on the 18th instant.

Bye Election.

Mr. Harry Marks (Conservative) has been elected for the Isle of Thanet.

The Japanese House Tax.

A meeting of the Hague Convention, re the Japanese house-tax, is fixed for the 21st November.

Sub-Marines for the Far East.

The German socialist papers, usually well informed, announce that sub-marines, also naval engines and machinery, are being made at Seltin and Kiel for Russia.

The *New York Herald* reports that five sub-marines have been shipped from the Pacific coast, presumably for Japan.

(N. C. Daily News.)

Financial Expedients in Japan.

Tokyo, 6th October.

The Premier, as already announced, addressed the meeting of Governors yesterday, and the Finance Minister entertained them at tiffin to-day. He said that he was satisfied with the successful flotation of the last two series of exchequer bonds, and hoped for the same result for the forthcoming issue of eighty million yen. He defied any anxiety as to the economic conditions. There had been no considerable increase in the currency, but the export trade was vaster than in 1903.

The expenses in 1905 would be greater than in 1904, though he was unable to make a definite statement. Increased taxation would be resorted to, but there was a limit to its resources, and it would be necessary to raise the bulk of the necessary funds by the issue of public bonds. He urged local economies and the encouragement of foreign trade.

(Kobe Herald.)

Port Arthur's Desperate Plight.

London, Sept. 28th.

According to a report from Viceroy Alexieff, Port Arthur is now terribly menaced by the attacking force. The garrison sustained considerable losses during the fighting last week. There is abundance of provisions, but ammunition is certainly scarce. The guns have been much injured by constant use. All other details are kept secret.

Accurate Information for Russia.

Grand Duke Nicholas has left for the Far East. The pretext given for his departure is that he is going to inspect the troops, for the purpose of obtaining accurate information concerning the Russian position in Manchuria for the Tzar.

Vladivostok Commander

Re-called.

A St. Petersburg telegram says that Admiral Besobrazoff, Commander-in-Chief of the Vladivostok Squadron, has been called back.

A Warning.

The *Russ* has warned Russia not to underestimate the military power of Japan.

Korea.

Chemulpo, 29th September.

Mr. Megata, Financial Adviser to the Korean Government, arrived here to-day by the *Osaka*. Mr. Hayashi, Japanese Minister at Seoul, and Mr. Hagiware, Chief Secretary to the Minister, came here to receive him. Mr. Megata will go to the capital to-day.

THE Japanese Minister, who for several years past has spent the summer months at various Thames-side resorts, has been staying this year at Richmond. His Excellency was unable to go farther away owing to the course of events in the Far East, but at Richmond it was of course, possible for him to be in constant touch with the Legation in Grosvenor Gardens. For twelve months the members of the secretarial staff in London have been working at high pressure, and holidays have been quite out of the question. Since the outbreak of the war an immense number of cablegrams has passed between the Foreign Office at Tokio and the Minister in London, and the work of decoding these alone has been a task of very considerable magnitude. In the principal room at the Legation the click of the typewriter may be heard all day long, and a tape machine, which has recently been placed there, given an additional air of business to the general surroundings.

THE WAR.

THE SIEGE OF PORT ARTHUR.

MINES SET ADRIFT BY A STORM.

A despatch from Sasebo, dated Sept. 28th states that Port Arthur was visited by a strong gale on the 18th. Large numbers of Russian marine mines, imperfectly laid, were driven into the open sea. On the 22nd, besides four mines which exploded by themselves, over twenty mines were removed by the Japanese warships. In fact, they were scattered over the whole of the Yellow Sea.

It is reported that, on the 21st inst., some Russian warships appeared outside the port, with a view, it is supposed, of attempting an escape, but, on seeing the Japanese warships, they returned inside.

It is also reported that sounds of heavy firing were heard on the land side of Port Arthur from the 19th ult. to the 21st.

THE ELECTRIC DEFENCES.

A report from Moji states that in the western part of Port Arthur there is a powerful fortress called 'Toessel', where the Russians intend to make a final stand. Many of the Russian shells recently fired from Port Arthur had failed to explode, and on examination it was found that the shells were filled with inferior material, thereby rendering them almost harmless. From this it is presumed that the Russians are short of gunpowder. The electric current connected with the wire entanglements outside the forts has a power of 5,000 volts, and it is stated that the entrenchments are protected by armour-plate and concrete roofs.

THE SEAMY SIDE.

The following extract, from the *Korea Daily News*, of fighting at Laoyang, shows the seamy side of war:—

On Monday morning General Kuroki rode forward to the hill above Haiyental, through Chinese villages whose only inhabitants were wounded Russian soldiers, past the funeral pyres of the cremated dead and many hastily made graves. After traversing fields which the contending armies had trampled into bogs the staff reached the hill where the sight that met their gaze was one which has seldom been equalled in the history of war.

From the hill-top, which was less than a quarter of a mile long, ravines led in all directions to the plains below. The sides of the hill were honeycombed with trenches, counter-trenches and rifle pits. Near the summit there lay in the sun the blackened and bloated corpses of two hundred Russians who had apparently been shot down when almost within reach of their goal. The hill was everywhere dented and furrowed by shell, and fragments of steel from exploded missiles strewed the ground. The battlefield was littered with rifles, twisted bayonets, cooking pots all shattered out of recognition by the Japanese shell fire. Several broken drums lay about, and blood was everywhere. Upon the blood-soaked turf lay caps and uniforms all torn and riddled by shot and shell and covered with blood.

Bullets strewed the ground and the whole scene was one of such bloody carnage that it is impossible to believe that such desperate fighting has ever before occurred.

THE BALTIC SQUADRON.

The following telegram has been received in official quarters in Tokio:—

With regard to rumours current in Paris that the Baltic Squadron returns to Kiel and will coal there, the *Kölnische Zeitung* writes, apparently on official authority, that Russia has been informed that in the exercise of German neutrality the Baltic Squadron cannot be allowed to pass the Kiel canal and therefore there is no reason for its return. The squadron will certainly go by the Great Belt. As for the question whether belligerent ships shall receive coal in German ports it is for the German Government to decide, and as that Government has already informed Russia, it will go to extreme lengths to observe the obligations of neutrality. Of course coaling at sea is a matter beyond the reach of observation and legitimate action.

RUSSIAN ADVANCE GUARDS.

The following telegram has been received at the Tokio Foreign Department:—The enemy's advance guard detachment, consisting of one Infantry battalion and two Cavalry squadrons, began on Sept. 25th an offensive movement, probably for reconnoitring, in the region between the Mandarin road and the heights surrounding Tumisa village. This movement was checked by our troops. The enemy retired along the whole line, pursued by our Cavalry. No advance of the enemy north of Dawan, on the left bank of the Liao, but a strengthening of the Japanese forces in the neighbourhood of Shanchan has been perceived, also their Cavalry have made an appearance in the valley of the Pouho.

A DEPARTMENT inquiry is proceeding at the Admiralty, in which some of the most distinguished authorities in the Service are taking part, as to the relative advantages of a battleship and a first-class cruiser. The point is what superiority the battleship, with its slow movement, would have with its heavier armament, against the alert and mobile cruiser? The cruiser would probably have a quicker delivery of fire to the extent of at least two to one. Would this equalise the weight of metal thrown by the battleship? Upon the answers to this question the future of shipbuilding to a large extent depends. It is at least an evidence of the trend of opinion that we are building more first-class cruisers than before.

DEATH OF CAPT. RAWCLIFFE.

It is with much regret that we have to announce the death of Capt. Henry Rawcliffe, of the Admiralty Extension Works dredger *St. Enoch*, which took place suddenly last night, the deceased being found dead in his hammock on board this morning. The cause of death is believed to be heart disease. Captain Rawcliffe was a very well-known and popular figure about Hongkong, and was a very valued servant at the Admiralty Works, having had considerable experience in dredging operations for many years past, on the Manchester Ship Canal, the Admiralty Works at Gibraltar, the Dockyard Extension at Portsmouth, and in Weihaiwei. In the heat of health and spirits at 9.30 last night, he was talking to some friends just before going on board, and it came as a shock to them to hear of his sudden death so soon after. The widow left Hongkong only three months ago for England, and was to have been followed early next year by her husband on completion of his contract. A post mortem examination will be held to-morrow, and the funeral will take place in the afternoon, starting from the mortuary for the Happy Valley at 5 p.m. As a token of respect to his memory the work will be closed during the afternoon.

CANTON NOTES.

(From Our Own Correspondent.)

FIRES.

Canton, 10th October.

Canton seems to have fallen on evil times. There have been three very destructive fires within two weeks. The burning of the Oil Godowns was followed by a large blaze on the Honam side to the east of the city. Over 100 houses were burned. On Saturday night last a fire broke out in Thirteenth Street, near the Thirteen Hongks, and many houses were burned. The fire raged fiercely for some hours.

Another correspondent writes that a fire broke out on the 8th at 8 p.m. at the rear of the Custom House, and burned for three hours before it could be got under control. The famous eating-house, known as the Hang Fang, and the well-known bakery, Kau Yu, were destroyed together with many smaller shops. Fortunately, the eating-house and bakery were covered by insurance. It is believed that the outbreak originated in a tin-shop by the over-heating of a soldering iron which put a quantity of resin on fire, and during the excitement which ensued some kerosene was upset and burst into flames. The total damage is at present unknown.

A NEW COLLEGE.

The thirst for Western learning is still very evident among the Cantonese. Changes are taking place which would have seemed impossible a few years ago. The latest move, and one very much to the credit of the Chinese, is the opening of a college in the Examination Hall. Those who have visited this hall, or halls, in former days must have been struck with the dilapidated appearance of the place. The buildings were falling to ruin and repairs were never dreamed of. Now the inner buildings have been swept and garished. Much of the rubbish has been carried away. Doors have been repaired, paint used, and the whole place has a fresh appearance. Six or seven teachers have been engaged, and a hundred or more young men are trying to gain a little knowledge of English and some other elementary studies. If all the schools in Canton could be put under proper management much more good could be done. However, the Chinese seem determined to work out their own salvation and they should be encouraged.

THE SMUGGLING OF RIFLES.

The Waiwupu seemingly knows nothing about the shipment of arms and ammunition into Canton by German firms. It may be true that the such firms are not guilty, or not the only guilty ones. This is not so important as is the fact that arms and ammunition are being sent into Kwangtung and Kwangsi by the shipload. Perhaps not a week passes without hundreds, yes, thousands, of rifles pass up the river. Where they go to only those in the secret know. But that the rifles pass on is known to a good many people. Sometimes they are shipped to officials, and the papers seem to be all right for transit passes. But that the rifles are not to be used for the Government seems to be well understood. One rumour, which appears to have some truth about it, is that the Triad Society is importing arms. There is no doubt that the Triad Society is unusually active. In some sections of the country the officials are powerless to cope with them. Meetings are held regularly and with no attempt at secrecy. The number of members belonging to the society in different places is well known. Yet the magistrates are helpless. The soldiers have been sent to Kwangsi, and the few that are left are not sufficient to attempt the arrest of any members of the Triads. It is said that the Triads are waiting to see the outcome of the Viceroy's visit to Kwangsi before taking up arms. A defeat of the Viceroy's troops would encourage the Triads. Rumours of uprisings occur annually as the year draws to a close, so we should not be over-much disturbed by rumours of unrest.

THE Osaka market for cotton shirtings useful for the Army, which at one time rose considerably so that prices were doubled in consequence of the scarcity of stock, declined by 30 to 40 sen per piece of 24 yards on the 26th. The decline was due to the circulation of a report that the Mitsui Bussan Kaisha had purchased considerable stock at Shanghai, Hongkong, and Singapore, and also to the falling off of the Army requirements. There was a further decline of 40 to 50 sen on the 27th. The peony brand of calico produced by the Mie Spinning Company, which at one time rose to ¥4.50 per piece, was quoted at ¥3.70 to ¥3.80 on the 27th without buyers. —*Kobe Chronicle*.

THE WRECKED CHINESE CRUISER.

Work is still proceeding on the wreck of the Chinese cruiser *Hsin Chi*, which was wrecked some time ago at the Elliott Island. All the small guns have been recovered, besides eleven of the big guns. It is hoped to bring up all the gun platforms in a few days. At the present time heavy seas are continually washing over the wreck. Some additional wrecking apparatus was taken out to the vessel the other day, reports the *Shanghai Mercury*. A Norwegian steamer is expected in Shanghai in two weeks from Europe and a final effort will be made to float the vessel, which if successful, will betaken to one of the local docks for repairs.

FATAL FIGHT BETWEEN BLUE JACKETS.

A BRITISH SAILOR KILLED.

Hankow, 3rd Oct. Our sleepy little place has been rudely awakened and stirred to the depths by a sad tragedy which was enacted in the German Concession last night, the more sad and reprehensible in that it is sure to stir up strong feelings of bitter hatred against all who are connected with the guilty parties. There is a good deal of human nature in man, and it would certainly be utterly contrary to human nature to suppose that even that generous, hearty, impulsive creature, the British blue-jacket, beloved of all who really know him, is likely to forget the incident in a hurry.

There had been various petty quarrels during the past few days between British and French sailors belonging respectively to the *Fearless* and *Bramble*, and the *Lion* and *Delcote*, whenever they met on shore, but nothing of any serious nature was apprehended, or the commanders would certainly have taken care that their respective crews should not be ashore at the same time. About 6.30 p.m. yesterday four blue-jackets of the *Bramble* were quietly enjoying themselves in the bar-room of the Colonial Hotel in the French Concession, when some 15 French sailors rushed in and attacked them. Chairs were broken up and used as weapons, and presently the whole excited crowd swarmed into the road and continued the fight, knives were drawn by the French sailors and two of the British sailors were rather badly cut. Reinforcements arrived in the shape of five lusty residents, and this caused the French sailors to beat a hasty retreat to another hotel a few hundred yards away. The residents succeeded without much difficulty in pacifying the blue-jackets.

While this incident was taking place some six blue-jackets of the *Fearless* and *Bramble* were sitting in the "Bar-of-all-Nations" on the German Concession, amicably fraternising with an equal number of French sailors. About 8.45 p.m. there was a hurried rush, and ten French sailors tumbled in, some of them the worse for wear and evidently some of the party who had already made trouble two hours before. They at once commenced to quarrel with the British sailors and wanted them to fight, in spite of the remonstrances of their own mates who had been so friendly with the British. The whole crowd ran out on the road when one of the French sailors seized a British blue-jacket by the collar and stabbed him from behind in the right cheek. The unfortunate man fell to the ground, and his assailant deliberately stabbed him in the throat, just above the left collar-bone, the knife plunging deep into the left lung. The French sailors at once took to their heels, and the British carried their unfortunate comrade (a stoker on H.M.S. *Bramble*) to the house of Dr. Koese, but the poor fellow was already in a dying state from loss of blood, and expired almost immediately. The body was removed to the mortuary at the Cemetery, and left there for an inquest to be held to-day, and the funeral will take place to-day, at 5 p.m.

The one fact which stands out prominently is the use of the knife, and the criminal laxity of discipline which enables French sailors to go round at large with such a deadly weapon in their possession. In no other navy is such a thing permitted, but personal observation satisfied me during the recent visit of the French Admiral that nearly every French sailor carried a sheath-knife, and what can be more dangerous and conducive to bloodshed than one of those terrible weapons in the hands of a hot-headed man, still more inflamed by absinthe! Surely this dreadful affair will induce the French naval authorities to issue some stringent orders on the subject? H. M. S. *Fearless* and the two French gun-boats were to have left to-day for Shanghai, but this fatality has detained them, and every one is eager to know what step are being taken by the respective commanders to discover the parties concerned in what cannot be called other than a brutal murder.—*China Gazette*.

NEW ENGINEERING WORKS AND SLIPWAY AT SANDAKAN.

The China-Borneo Company, Limited, of Sandakan have completed their engineering works, and patent slipway. The slip is capable of taking up vessels not exceeding 140 feet in length and 400 tons in weight. The establishment is under the supervision of a European engineer, and every facility exists for the prompt execution of all kinds of engineering and shipbuilding work.

It is learned from an official source that various new regulations affecting the Consular service will probably be put into operation at the close of the present year. They will be largely based upon the report of the Committee, issued last winter, appointed to inquire into the constitution of the service. Lord Lansdowne, it is understood, would have carried out some of the proposed reforms months ago but for the opposition offered, on the ground of extra expense, by the Treasury.

CRICKET NEWS.

A match has been arranged for next Saturday, 15th instant, commencing at 11 a.m., between the following teams, with the object of testing the capabilities of the players eligible to be chosen to represent Hongkong in the Interport Cricket Week, and players are asked to notify the Secretary if they are unable to take part in the game:—

Messrs. R. Hancock (Captain), J. T. Dixon, F. E. Pearce, Walter Dixon, Lt. De Paris, R.N., Lt. Airy, Major Chichester, Capt. P. G. Davies, Mr. C. H. Soper, Major Mosse, Messrs. R. E. O. Bird, A. O. Lang, A. R. Lowe and A. MacKenzie.

Messrs. T. Sercombe Smith (Captain), P. M. Heath (114 Mahatras) H. Hancock, W. E. Dixon, Horsey, R.N., Capt. Harris R.N.A., Messrs. A. G. Ward, Burnie, F. Maitland, J. Clark, Dr. Forsyth, Sgt. Major Webb, Messrs. Daniel and C. H. Mockett.

The teams are 14 a-side, but only 11 men are to field at one time.

THE INTERPORT CRICKET COMPETITION.

The team selected to represent Shanghai in the Interport Shooting Match fired off their course yesterday afternoon at the Range, says the *N. C. D. News* of 7th inst. A lot of wind prevailed most of the time, but the light was very good on the whole, and some good scores were made. Between the third and fifth shots at the 600 yards range the presence of a *mirage* caused trouble—all the score cards showing inners or mags at this point. Mr. C. Hill did some remarkable shooting, his first thirteen shots being all bulls.

Capt. Boisragon captained the team. Sergt. Major Rundle was in charge of the Range, and H.M.S. *Iphigenia* supplied the scorers. Capt. Watson represented Shanghai; Mr. H. J. H. Gripp, Singapore; Major Brodie Clarke, Hongkong; and Lieut. Carr, R.E., Penang.

Scores from other ports have not yet been received. Last year's scores read as follows:—
1903.—Singapore 927
Shanghai 915
Hongkong 891

Messrs.	200 yds.	300 yds.	400 yds.	500 yds.	600 yds.	Total.
C. Richard (Artillery).....	33	33	29	95		
F. H. U. Aldridge (L.H.).....	32	32	30	94		
C. Hill ("B" Co.).....	35	32	26	93		
J. E. Watson (Maxims).....	29	33	30	92		
F. Mellowes (Artillery).....	32	30	30	92		
E. H. Lynch (Artillery).....	34	33	25	92		
J. Welch (R.N.).....	31	31	29	91		
C. Dewing (Police).....	31	29	30	90		
W. O. Lancaster ("A" Co.).....	31	29	30	90		
T. Wilson (Police).....	25	30	24	79		
Total.....	908					

COMMERCIAL.

Advices dated from Shanghai on 7th inst., state:—Business reported:—Tugs at Tls. 47 "ord." Indo-China at Tls. 95 for December. Farnham, Boyd's at Tls. 180 1/2/180 1/2/176 1/2 for December, and Tls. 182 1/2/176 1/2 for January. Chinese Engineering and Mining Co. at Tls. 7 1/2. Sumatras at Tls. 66 for October. Maatschappij, at Tls. 310 for October and Tls. 320 for December. Colonies at Tls. 21. Astors at \$27. Telephones at Tls. 68.
Business done direct:—Shanghai and Hongkong Wharfs at \$12 1/2. Indo-China at Tls. 93 1/2 for October and Tls. 95 1/2 for December. Farnham, Boyd's at Tls. 175 cash, Tls. 177 for October and Tls. 180 for December. Wei-hai-wei Golds at \$24 1/2 for December. Astors at \$27. Hall and Holtz at \$31. Telephones at Tls. 68. Gas at Tls. 102 1/2.

To-day's Advertisements.

PHEASANTS.

A SHIPMENT expected to-morrow. DELIVERIES the day after.
THE DAIRY FARM CO., LTD.,
Frozen Food Supply Dept.
Hongkong, 11th October, 1904. [1126]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th October, 1904. [1123]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after the 13th inst. at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th October, 1904. [1123]

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

COMMENCING
MONDAY, OCTOBER 17TH.

POLLARD'S
LILLIPUTIAN
OPERA
COMPANY.

MONDAY, October 17th, and
TUESDAY, October 18th,
"THE BELLE OF NEW YORK."

WEDNESDAY, October 19th, and
THURSDAY, October 20th,
"THE GEISHA."

FRIDAY, October 21st, and
SATURDAY, October 22nd,
"A GAIETY GIRL."

SATURDAY AFTERNOON,
October 22nd, at 3.30 P.M.,
GRAND MATINEE,
"A GAIETY GIRL."

Plans Open TO-DAY (TUESDAY), the
11th October, at the ROBINSON PIANO
COMPANY.
Hongkong, 11th October, 1904. [1124]

PRELIMINARY NOTICE.

K. TAMAMURA.

THE LEADING PHOTOGRAPHER
OF
JAPAN.

Begs to inform the Residents of Hongkong
that he will exhibit in this City,
towards the end of October,
for
ONE WEEK ONLY

A FINE DISPLAY
of
ARTISTIC PHOTOGRAPHS.
Hongkong, 11th October, 1904. [1125]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
OFFICES in Nos. 10 and 16, DES VŒUX
ROAD CENTRAL.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 11th October, 1904. [1956]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HERE THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	"JASON"	11th October.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW AND LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW AND LIVERPOOL	"VANGTSE"	29th October.
GLASGOW AND LIVERPOOL	"DARDANUS"	5th November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	11th November.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"VANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, NINGPO AND SHANGHAI	"KWEIYANG"	12th October.
CHINKIANG	"WHAMPOA"	12th "
SWATOW, CHEFOO, NEWCHWANG and TIENSIN	"NINGPO"	12th "
KOBE	"CHIEH"	13th "
AMOI AND SHANGHAI	"TOHANG"	24th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWAN"	15th "
	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th October, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (direct)	SATURDAY, 15th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 23rd Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sall on
"NUMANTIA"	4,370	Bahle	October 27th, 1904.
"ARABIA"	4,483	Schmidt	November 19th, "
"ARAGONIA"	5,198	Schmidt	December 13th, "
"NICOMEDIA"	4,370	Wagner	December 27th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
"Pursuance" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.
Return " " \$5.00, " " \$5.00.
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey,
and " " 1.50 " " "
Meals.....1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW".....1,309	J. P. MARTIN.
"KWONG TUNG".....1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE AND TRIESTE, ALL MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI,"
Captain Belsito, will be despatched as above,
on SATURDAY, the 15th instant, at Noon,
instead of as previously advertised.At BOMBAY, the Steamer is discharging,
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 10th October, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOI, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"
Captain Thomson, will be despatched as above,
on SUNDAY, the 16th instant, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th October, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN,"
Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 15th September, 1904.

DAMPFSCHIFFS RHEDEREI "UNION"
ACTIEN GESELLSCHAFT,
HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"
Captain Petersen, will be despatched for the
above Port on or about WEDNESDAY, the
25th instant.For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 4th October, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG
1904. Above.

"ST. HUGO".....15th November.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th October, 1904.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZESS ALICE,"
Captain P. Weitin, due here with the outward
German Mail about TUESDAY, at 5 P.M., will
leave for the above places about 12/24 hours
after arrival.NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 8th October, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 7.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.TIPPIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer will shortly be lit throughout
by Electricity.The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 6th October, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. Oceano.
From Australia, ex S.S. Marnora.
From Calcutta, ex S.S. Palma.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"COPTIC,"
The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by MONDAY, the 10th instant, at 5 P.M., will
be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 7th October, 1904.

For Sale.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
forGASOLINE AND GAS
LAMPS
at the most moderate
prices.Lamps fixed up for
Boys' free of charge.Naphtha of the best
kind kept in stock.TAT KOWNG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

Mails.

COMPAGNIE DES MESAGERIES
MARITIMES.
PAQUEBOTS—NORTH, S. & A. CANALS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

ALSO!

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, at
1 P.M., the Company's Steamship
"SALAZIE," Captain Nègre, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.This Steamer connects at COLOMBO with
the Australian Line S.S. *Calcedonia* bound for
MARSEILLES via BOMBAY and ADEN.Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 17th October, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.L. BRIDOU,
Acting Agent.

Hongkong, 5th October, 1904.

THE HONGKONG AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDI-
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this Port
BOMBAY, on SATURDAY, the 22nd October,
at Noon, taking Passengers and Cargo in in-
above Ports in connection with the Company's
S.S. *Britannia*, 6,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Albatross*,
due in London on the 4th December, 1904.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 8th October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Lyra</i>	4,417	G. V. Williams	Oct. 20
<i>Hyades</i>	3,753	Geo. Wright	" "
<i>Plutades</i>	3,753	F. G. Farnington	" "
<i>Tremont</i>	9,660	T. W. Gallick	" "

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 7th October, 1904.

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 8 and
10 to 15, GAI ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

Intimations.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 68.

Establishment of Lights in the approaches to Canton.

NOTICE is hereby given of the establishment of the following LIGHTS in the approaches to Canton:

BLAKE POINT LIGHT.

This light was exhibited for the first time at sunset on the 26th ultimo.

The illuminating apparatus is dioptric group consisting of the sixth order, showing a fixed WHITE LIGHT, varied by four eclipses every 30 seconds, thus:

Light	2	12 seconds.
Eclipse	2	"
Light	2	"
Eclipse	2	"
Light	2	"
Eclipse	2	"
Light	2	"
Eclipse	2	"

The light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 10 nautical miles.

AMHERST POINT LIGHT.

This light was exhibited for the first time at sunset on the 30th ultimo.

The illuminating apparatus is dioptric of the 6th order, showing a fixed RED LIGHT.

The light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 7 nautical miles.

TIDE POLE LIGHT.

This light, on the right bank of the river in Belcher Reach, was exhibited for the first time on the 4th instant.

The illuminating apparatus is dioptric of the seventh order, showing a fixed RED LIGHT.

The light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 4 nautical miles.

J. HOWELL MAY,

Harbour Master.

Approved, S. M. RUSSELL,

Deputy Commissioner of Customs in charge.

Custom House, Canton, 5th October, 1904.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: 25 Per Quarter.

NO CHARGE FOR INITIAL.

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—1, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904.

Shipping.

Lightning, Br. s.s., 1,222, J. G. Spence, 10th Oct.—Calcutta 24th Sept., Penang and Singapore 5th Oct., Gen.—D. & S. Co., Ltd.

Zafiro, Br. s.s., 1,611, R. Rodger, 10th Oct.—Manila 8th Oct., Gen.—T. & Co.

Sachsen, Ger. s.s., 3,119, H. Feyen, 11th Oct.—Yokohama 1st Oct., and Shanghai 8th, Mails and Gen.—M. & Co.

Hailan, Fr. s.s., 377, L. Andersen, 11th Oct.—Pakhoi and Hoihow 10th Oct., Gen.—A. R. M.

Phanang, Ger. s.s., 1,021, A. Schmalz, 11th Oct.—Bangkok 3rd Oct., Rice.—B. & S. Kainow, Br. s.s., 2,529, W. H. Torrie, 10th Oct.—London 28th Aug., and Singapore 3rd Oct., Gen.—N. Y. K.

Whampoa, Br. s.s., 1,109, A. Partridge, 11th Oct.—Canton 10th Oct., Gen.—B. & S.

Oanfa, Br. s.s., 5,676, T. Bartlett, 11th Oct.—Tacoma via Japan 7th Oct., Gen.—B. & S.

Foxton Hall, Br. s.s., 2,735, A. S. Kibit, 11th Oct.—Barry 1st Oct., Coal.—Order.

Aspen, Aust. cruiser, 2,400, Prinzenerger, 11th Oct.—Shanghai 8th Oct.

Thales, Br. s.s., 819, E. S. Crowe, 11th Oct.—Swatow 10th Oct., Gen.—D. L. & Co.

Chihli, Br. s.s., 1,141, G. Hooker, 11th Oct.—Canton 11th Oct., Gen.—B. & S.

Clearances at the Harbour Office.

Triumph, for Swatow.

Lyman, for Shanghai.

Kyungchow, for Canton.

Hak Ho, for West River.

Pak Kong, for West River.

Kongnam, for West River.

Sungkiang, for Amoy.

Borneo, for Kudat.

Petrarch, for Saigon.

Team, for Manila.

San Cheong, for Canton.

Wong, for Swatow.

Foxton Hall, for Shanghai.

Namang, for Singapore.

Thales, for Kobe.

Tak Hing, for West River.

Departures.

Oct. 11.

Manchuria, for San Francisco.

Sungkiang, for Saigon.

Taiwan, for Canton.

Chiyuen, for Canton.

Namsang, for Calcutta.

Wong, for Tientsin.

Team, for Manila.

Sungkiang, for Manila.

Sirius, Br. cruiser, for Shanghai.

Passengers Arrived.

Per Lightning, from Calcutta, &c.—Messrs W. Young, Geo. Ian, Moir, F. Heywood, R. and Miss Gimes, Messrs Taylor, Sieber, Robt. Clarke, Wm. Thomas, R. Murray, and 900 Chinese.

Per Zafiro, from Manila—Messrs. Alfred G. Lutz, Geo. W. Henley, Mrs. E. J. O'Connell, Mr. M. O'Connell, Mr. J. Rosenberg, Mrs. W. H. Aljair, Mrs. H. L. Laubach, Mrs. Rosenberg and infant, Dr. M. E. Keylock, Messrs. Chas. A. Zimmerman, G. S. Van Winkle, Lt. J. L. Schley, U.S.A., Lt. Max Tyler, U.S.A., Mrs. Zimmerman and infant, Miss J. J. Tan, Mrs. Kitta Guy, Messrs. José Tan, Juan Tan, Tan Sui, and 2 children, Silvio C. V. Escobar, Mr. J. Victorino, Mrs. Aurea Velasco, Mrs. Tap Sui, Mrs. Rivera and child, Mr. and Mrs. Knox, Mr. and Mrs. Kinsor, Messrs. Chas. Polanco, Praxedes Victorino, Mrs. Rosa, and 64 Chinese.

Per Sachsen, for Hongkong, from Yokohama, Dr. and Mrs. Lamballe, Mrs. Lina, Capt. Critchton, Prof. Hoffmann, Messrs. A. M. Pollard and R. W. Hettiger, from Kobe, Messrs. N. Gates, M. Yama, and Okiyama, from Nagasaki, Mr. and Mrs. Dabson, and Mr. J. Suzitani, from Shanghai, Mrs. Southam, Mrs. Kadoorie, Mrs. Wayne, Mrs. and Miss Comor, Consul von Lühneymann, Messrs. P. Brunat, Wm. Low, C. Chuklaw, A. W. Leach, Bryan, W. A. Ralton, H. Waligorski, B. Rohl, Albrecht, G. Bush, S. Newhouse, Komor, S. Mayer, Henry Moore, Kossek, Schulmann, and A. J. Ivanovich, from Yokohama; for Singapore, Mr. C. H. Thorne, and Mrs. McKnight; for Colombo, Mr. O. Kempthorne, and Miss Dijk; for Southampton, Mr. C. C. Bernard; for London, Capt. Graham, and Mr. Daniel Cole. From Kobe, for Singapore, Captain Meyer, Messrs. W. Spemann, Jr., H. Meyer, G. Begeemann, A. Suttman, F. Saus, Malais, and Miss Emok; for Colombo, Messrs. Sya and K. Beshoi; for Port Said, Mr. Otto Hubner; for Genoa, Messrs. H. A. Ruffoff and H. Reichert; for London, Messrs. G. R. Redfern, Th. Walls, Benning, Finken, Heap, Medie, Robt. Prosser, Hay, and Curragh; for Hamburg, Capt. Mathisen, Messrs. R. Christensen, G. Andersen, K. Hart, Chr. Hansen, and K. Kristiansen. From Shanghai, for Singapore, Mr. Wolf, and Mr. A. H. Bryant; for Naples, Mr. W. Law; for Genoa, Mrs. Bryan, Mrs. Roeder, Mr. and Mrs. Tibert, Mrs. Fedosicoff, Capt. von Gundlach, Messrs. L. Giles, J. R. Twentymann, G. Acheson, W. Pietske, O. V. Davies, Joh. Peters, S. von Greiffenstein, W. G. Hongwall, Tilly Hong, H. Steinmeyer, 28 German Naval Officers, and 38 German Naval Crew; for London, Mr. and Mrs. Surplice, Miss Bromfield, and Mr. James Smith; for Antwerp, Mr. and Mrs. Boulenger, Mr. and Mrs. Varaceter, and Mr. Joseph Rapp.

Passengers departed.

Per Manchuria, for San Francisco, &c.—Lt. Col. Chedas Sant'Anna, Mrs. R. A. Riggs, Mr. A. W. Baum, Mr. and Mrs. D. M. Carmen, Mr. V. Reyes, Major J. S. Garwood, Lt. Du Petit Thourars, Mr. H. K. Hemans, Mrs. J. L. Barnett, Mr. Ellis Kadoorie, Miss Stanford, Mrs. M. M. De Silva and 4 children, Mr. T. R. Kackley, Mr. B. Smith, Mr. Allan P. Nichols, Lt. J. Carlos Maia, Mr. and Mrs. O. Daniels, Mr. R. A. Gubbay, Mrs. W. F. Hoffman, Mr. J. Baud, and Mr. and Mrs. G. F. Atkinson. For Hongkong—Mr. F. M. Bechtel. For China and Japan Ports—Messrs. J. R. Powell Grant, Mr. and Mrs. P. J. Maxley, Mr. D. Haswell, Mr. and Mrs. C. Danneberg, Messrs. A. Falter, A. Brier, Master and Mrs. Sutherland, Messrs. J. R. Joseph, Barot, Emerson, Mrs. De Figueiredo and 2 children, Mrs. L. Merrill, Mrs. J. F. Messer and 2 children, Mrs. Pearson and child, Miss Pearson, Messrs. E. Pligden Doley and R. Toovy.

Shipping Report.

Sir, Oanfa from Tacoma—Strong monsoon, and fine clear weather.

Sir, Phanang from Bangkok—Strong monsoon, heavy sea from Cape Padaran.

Sir, Anglin from Bangkok—From Cape Padaran strong N.E. monsoon, high sea.

Sir, Zafiro from Manila—Strong N.E. monsoon, and heavy beam sea all the way across.

Sir, Thales from Swatow—Fine weather throughout with N.E. moderate to light breeze.

Sir, Kallow from London—Fine until N. of Eulo Bapat, when experienced strong monsoon, gale, and high sea, otherwise an ordinary passage throughout.

Vessels in Port.

STRAMERS.

Agincourt, Br. s.s., 2,876, J. E. Watson, 3rd Oct.—Hainan 1st Oct., Sand and Water.—Order.

Anglin, Ger. s.s., 1,001, F. J. Schaefer, 10th Oct.—Bangkok 2nd Oct., Rice.—B. & S.

Apenrade, Ger. s.s., 671, A. P. Ulderup, 9th Oct.—Haiphong 6th Oct., and Hoihow 8th, Gen.—J. & Co.

Athenian, Br. s.s., 2,440, S. Robinson, 28th Sept.—Vancouver, B.C. 29th Aug., and Shanghai 25th Sept., Gen.—C. P. R. Co.

Borneo, Ger. s.s., 1,344, E. Muhle, 1st Oct.—Sandakan 27th Sept., Timber and Gen.—M. & Co.

Bourbon, Fr. s.s., 997, Sisco, 9th Oct.—Saigon 4th Oct., Rice.—Man Fat.

Capri, Ital. s.s., 2,783, G. Belisto, 5th Oct.—Bombay 19th Sept., and Singapore 29th, Gen.—C. & Co.

Coptic, Br. s.s., 2,744, F. H. Armstrong, R.N.R., 7th Oct.—San Francisco 8th Sept., Honolulu 15th, Yokohama 28th Kobe 29th, Nagasaki 1st Oct., and Shanghai 4th, Mails and Gen.—O. & S. S. Co.

Empress of China, Br. s.s., 3,046, E. Beetham, R.N.R., 27th Sept.—Vancouver, B.C. 5th Sept., and Shanghai 24th, Mails and Gen.—C. P. R. Co.

Gaea, Nor. s.s., 625, H. Dahl, 10th Oct.—Chefoo 4th Oct., Gen.—Wing Sing & Co.

Hindustani, Br. s.s., 2,388, R. A. Appelson, 9th Oct.—Amoy 8th Oct., Gen.—D. & Co., Ltd.

Hopfang, Br. s.s., 1,359, Jas. M. Hay, 7th Oct.—Samarang 29th Sept., Sugar.—J. M. & Co.

Karin, Swed. s.s., 697, G. Pettersson, 7th Oct.—Saigon 1st Oct., Rice.—S. W. & Co.

Kwaiyang, Br. s.s., 1,062, J. Meathrel, 10th Oct.—Hilo 6th Oct., Gen.—B. & S.

Laertes, Br. s.s., 1,341, J. B. Jackson, 1st Oct.—Saigon 26th Sept., Meal and Rice.—Chinese.

Lepzaph, Am. s.s., 563, D. Yribar, 10th Oct.—Manila 7th Oct., Gen.—Barretto & Co.

Lilia, Br. s.s., 1,834, E. Morris, 28th Sept.—Saigon 23rd Sept., Gen.—Yeng Seng & Co.

Lyemoune, Ger. s.s., 1,238, Th. Lehmann, 9th Oct.—Canton 8th Oct., Gen.—S. & Co.

Machew, Ger. s.s., 996, H. Harjes, 6th Oct.—Bangkok 28th Sept., and Kolschang 29th, Gen.—B. & S.

Ningpo, Br. s.s., 1,228, Fedy, 10th Oct.—Canton 9th Oct., Coal.—B. & S.

Orange, Nor. s.s., 1,001, Joh. Dannesvig, 8th Oct.—Bangkok 30th Sept., Rice and Meal.—S. W. & Co.

Paklat, Ger. s.s., 1,018, Demes, 5th Oct.—Bangkok 28th Sept., Rice and Wood.—B. & S.

Petrarch, Ger. s.s., 1,252, Ch. Ahrens, 8th Oct.—Mojil 2nd Oct., Coal.—S. W. & Co.

Rajaburi, Ger. s.s., 1,300, D. Reimers, 8th Oct.—Bangkok 2nd Oct., Rice.—B. & S.

Themis, Nor. s.s., 1,209, Th. Thomassen, 8th Oct.—Kobe and Mojil 3rd Oct., Coal and Gen.—Pang Kee.

Triumph, Ger. s.s., 769, A. Hansen, 8th Oct.—Fochow via Amoy and Swatow 7th Oct., Gen.—O. S. K.

Tainat, Ger. s.s., 1,002, O. Koch, 10th Oct.—Bangkok 1st Oct., Rice.—B. & S.

Yuenang, Br. s.s., 1,138, F. Wheeler, 10th Oct.—Manila, P.I. 7th Oct., Gen.—J. M. & Co.

SAILING VESSELS.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th July.—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Katten, 6th Aug.—Manila 24th June, Timber.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June.—New York 29th Jan., Kerosene.—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Taiwan	Sydney	B. & S.	Oct. 13
Clayton	Singapore	H. A. L.	Oct. 13
Tartar	Japan	C. P. R. Co.	Oct. 13
Mazagon	Singapore	P. & O. Co.	Oct. 16
Tijapasa	Kobe	C. J. J. L.	Oct. 16
Tijapasa	Macassar	C. J. J. L.	Oct. 17
Korea	Japan	P. M. Co.	Oct. 18
Kumang	Calcutta	J. M. & Co.	Oct. 20
Emp. of India	Vancouver	C. P. R. Co.	Oct. 24
Kish	New York	S. T. & Co.	Oct. 30
Siberia	San Francisco	P. M. Co.	Nov. 4
Arabia	Portland	P. & A. Co.	Nov. 7
Massapequa	New York	S. T. & Co.	Nov. 29

Ships Passed the Canal.

Outward—24th September—Agamemnon, Diabliard, Sogovia, 28th September—Idrauli, Kiriko, Hylon, Lauchan, Nordpal, Sthentia, St. Bada, 30th September—Ceylon, Pyrrhus, Monmouthshire, Exirel, 4th October—Bontarie, Bannoch, Sargento, Fullodon Hall, Eiger, Poichin, Prinz Regent Luitpold, Polynesian, 9th October—Radnorshire, Barolong, Ardancharg, Henslaw, Gangze, Mantica.

Homeward—4th October—Badania, Java, 7th October—Spesia, Palau, Simoom, Gristan.

Arrivals at Home—24th September—Socotra, Touraine, 28th September—Moyana, Persia, 30th September—Fulshira, 4th October—Borno, 7th October—Prinsesse Marie.

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street

8 a.m.—11 a.m.
12 p.m.—3 p.m.
4 p.m.—7 p.m.
8 p.m.—11 p.m.

Arsenal Street

8 a.m.—11 a.m.
12 p.m.—3 p.m.
4 p.m.—7 p.m.
8 p.m.—11 p.m.

Macao—Per Hing-shan, 12th Oct., 7 A.M.

Kudat and Sandakan—Per Borneo, 12th Oct., 8 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 12th Oct., 10 A.M.

Saigon—Per Lashan, 12th Oct., 10 A.M.

Chihkiang—Per Ningpo, 12th Oct., 10 A.M.

Europe, &c., India, via Tuticorin—Per Sachin, 12th Oct., 11 A.M.

Macao—Per Hing-shan, 12th Oct., 1.15 P.M.

Shanghai—Per Kwaiyang, 12th Oct., 3 P.M.

Ningpo and Shanghai—Per Whampoa, 12th Oct., 4 P.M.

Kongmoon, Kumchuk, Samsui, Shuihing, Takking and Wuchow—Per Lintan, 12th Oct., 5 P.M.

Namtao—Per Taichun, 12th Oct., 5 P.M.

Sambue—Per Hoi Fu, 12th Oct., 5 P.M.

Macao—Per Hing-shan, 12th Oct., 7 A.M.

Manila—Per Lashan, 12th Oct., 8 A.M.

Pakhoi—Per Hailan, 12th Oct., 8 A.M.

Swatow, Chefoo, Newchwang and Tientsin—Per Chihli, 12th Oct., 9 A.M.

Macao—Per Hing-shan, 12th Oct., 1.15 P.M.

Namtao—Per Taichun, 12th Oct., 5 P.M.

Sambue—Per Hoi Fu, 12th Oct., 5 P.M.

Kongmoon and Kumchuk—Per Tak Hing, 12th Oct., 5 P.M.

Macao—Per Wing-shan, 14th Oct., 7 A.M.

Swatow, Amoy and Fochow—Per Hailan, 14th Oct., 9 A.M.

Macao—Per Hing-shan, 14th Oct., 1.15 P.M.

Kobe—Per Ichang, 14th Oct., 4 P.M.

Kongmoon, Kumchuk, Samsui, Shuihing, Takking and Wuchow—Per Samui, 14th Oct., 5 P.M.

Namtao—Per Taichun, 14th Oct., 5 P.M.

Sambue—Per Hoi Fu, 14th Oct., 5 P.M.

Macao—Per Wing-shan, 15th Oct., 7 A.M.

Manila—Per Zafiro, 15th Oct., 9 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Adelaide and Perth—Per Australian, 15th Oct., 10 A.M.

Singapore, Penang and Bombay—Per Capri, 15th Oct., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Coptic, 15th Oct., 11 A.M.

Macao—Per Hing-shan, 15th Oct., 1.15 P.M.

Shanghai—Per Taichun, 15th Oct., 4 P.M.

Amoy, Straits and Rangoon—Per Pandua, 15th Oct., 5 P.M.

Namtao—Per Taichun, 15th Oct., 5 P.M.

Sambue—Per Hoi Fu, 15th Oct., 5 P.M.

Macao—Per Wing-shan, 16th Oct., 8 A.M.

Namtao—Per Taichun, 16th Oct., 9 A.M.

Sambue—Per Hoi Fu, 16th Oct., 9 A.M.

Europe, &c., India, via Tuticorin—Per Sachin, 18th Oct., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 18th Oct., 11 A.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Yawata Maru, 21st Oct., 3 P.M.

Manila—Per Rybi, 21st Oct., 9 A.M.

Europe, &c., India, via Tuticorin—Per Sachin, 22nd Oct., 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 27th Oct., 4 P.M.

Books containing—

16 Postage Stamps of 4 cents

12 " " " 2 "

12 " " " 1 "

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Cammerio, J.

Christie, Mr. & Mrs. D.

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Fyfe, Mr. and Mrs. R.

Gracie, R. M.

Grice, M.

Howard, R.

Jacobs, M.

Jackson, T. B.

Joseph, J.

Memorah, R.

Newborn, R. H.

Palmer, Miss

Parker, W. T.

Reese, Miss

Ross, H.

Spratt, A. N. W. R.

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HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Albatross	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,000	Captain R. Nelson O'Malley	Wei-hai-wei
Astraea	cruiser, 1st class	4,350	10	7,000	Captain Lionel G. Tuinnell	Singapore
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Yangtze
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Wei-hai-wei
Centurion	cruiser, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cresty	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	590	—	—	—	Hongkong
Eapigle	sloop	1,400	—	—	—	Singapore
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Asser	Wei-hai-wei
Fearless	cruiser, 1st class	1,580	12	3,200	Commander P. V. Lewis, D.S.O.	Shanghai
Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Humber	torpedo boat destroyer	275	6	4,000	Lieut. F. M. Riadore	Wei-hai-wei
Iphigenia	cruiser, 2nd class	3,500	8	7,000	Captain William B. Fawcener	Shanghai
Janus	torpedo boat destroyer	280	6	5,000	Lieut.-Commander J. A. Gregory	Wei-hai-wei
Kinsla	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,500	Captain F. G. Kirby	Wei-hai-wei
Moorehead	river gunboat	180	2	800	Lieut.-Commander F. D. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Wei-hai-wei
Otter	torpedo boat destroyer	350	6	6,300	—	Hongkong
Phoenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Chomulpo

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

We wish to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

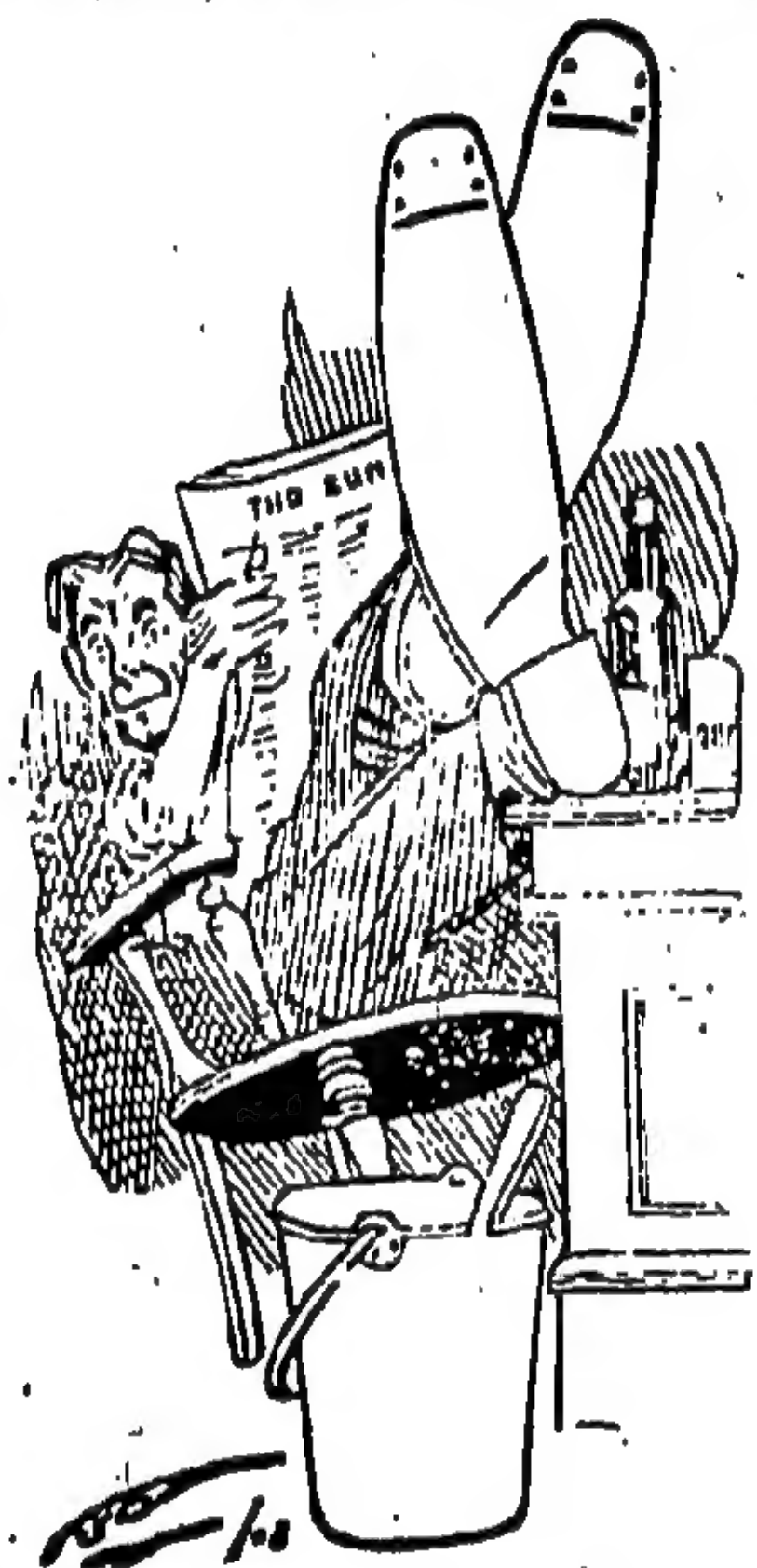
CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	Moët & Chandon
Brut Impérial	42 " " "
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BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

HERMITAGE OF THE MARIST BROTHERS;
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Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in head-ache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre	\$5.00
The Half-Litre	2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000 \$175,533 \$101,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 1/2 %	\$655 buyers (London £ 67
National Bank of China, Limited	99,925	£7	£7	\$1,750,000 \$59,143 \$754,445 \$506,872 \$151,992 \$33,342 \$32,134	\$21,668	\$2 (London 3/8) for 1903	5 1/2 %	\$39 sellers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	Tls. 300,000 Tls. 31,850 Tls. 700,000 \$37,794 \$1,300,000 \$50,000	\$1,959,926	\$32 for 1902	5 %	\$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Nil.	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 271,589	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 75 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$486,284	\$486,284	\$12 for 1902	9 1/2 %	\$142 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$110,551	\$110,551	\$15 for 1902	5 1/2 %	\$265
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000 \$125,875 \$15,500	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$329,047	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$131 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$50,000 \$15,003	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$32 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$400,000 \$21,075 \$18,000 \$120,153 £400,000 Tls. 98,000 Tls. 201,614	\$1,287	(\$1.80 & b. 40 cts) for year ending 30.4.04 \$500 & b. 20 cts.	5 1/2 %	\$41 \$31
Straits Steamship Company, Limited	5,000	\$100	\$100	\$33,648	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$145 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£19,555	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	25/-
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 865	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 46 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 44 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$238 an. & b.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	4 1/2 %	Tls. 60
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	...	\$490
MINING.								
Société Française des Charbonnages du Tonkin	15,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$6 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	Tls. 7 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£49,000	£7,820	No. 3 of 1/6	...	\$235 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	(\$6 dividend and \$2 bonus for first half-year 1904	6 1/2 %	Tls. 172 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 5,500,000 Tls. 5,573,324	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	6 1/2 %	\$250 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$49,936	\$6 for 2nd half year 1903	6 1/2 %	\$195 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$14,000	\$29,926	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$110
Do. (Preference)	2,750	\$100	\$100	\$50,989	\$29,926	\$7 dividend	6 1/2 %	\$210 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$250,000	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/4	6 1/2 %	\$114 sales
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	Tls. 487,210 Tls. 50,913 Tls. 6,000 \$55,500	Tls. 22,895	Interim of Tls. 4 for 1904	8 %	Tls. 140
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 2,895	Tls. 1,760	First year	9 1/2 %	Tls. 137 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 1,760	Tls. 1,760	Tls. 18 for 1903	4 1/2 %	Tls. 189 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$271 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,666	Interim of \$6 for 1904	8 %	\$149 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 37,634	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 3	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$836	\$250 for 1903	6 1/2 %	\$30 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
Hongkong Hotel Company, Limited	18,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	none	Tls. 59,899	\$2 1/2 for year ended 30.6.1904	9 %	\$27 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 31 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	Dr. Tls. 2,132	First year	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 37 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$50,177	90 cents for 1903	7 %	\$124 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,008	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 25
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 15,500	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 3 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$21,865	50 cents for the year ending 31.7.04	4 1/2 %	\$11
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
Alhambra, Limited	300	\$200	\$200	\$779	Nil.	\$125 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$35 buyers
China-Borneo Company, Limited	50,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$17 buyers
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$128
Watkins, Limited	10,000	\$10	\$10	\$4,803	\$1,645	First year	...	\$31 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	6 1/2 %	\$45 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	(\$1.00 for year ending 30.4.1904	6 1/2 %	\$9 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£2 div. and 2 1/2 bonus for 1903	7 1/2 %	\$160 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172 Tls. 140,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 100 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 45,259 Tls. 11,143	Tls. 7,360	Interim of 15/- for 1904	7 1/2 %	Tls. 38 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 110
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 415	Tls. 3 for half year	...	\$11 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,102	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$140 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$50,000	\$21,182	Final of \$7 making \$12 for year end. 29.2.04	8 1/2 %	\$45 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$70,000	\$8,595	\$10 for 1903	7 1/2 %	\$45 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$35,000	\$10,617	\$3.75 for 1903	7 1/2 %	\$45 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$30,000	\$1,844	Interim of \$4 for 1904	7 1/2 %	\$45 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$300,000	\$1,283	\$7 1/2 for second half year 1903	9 %	\$50 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$7 1/2	\$6	\$50,000	\$5,000	\$20 for year ending 30.11.1903	6 1/2 %	\$22 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$50,000	\$5,000	\$12 for year ending 31.7.1903	6 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$7 1/2	\$6	none	\$1,061	\$5 per share for 1903	5 1/2 %	\$15 buyers
Bell's Asbestos Eastern Agency, Limited	8,004	£12 1/2	£12 1/2	none	\$1,061	60 cents for year ending 31.5.1904	10 1/2 %	\$18 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$1,061	\$20 for year ending 31.5.1904	10 1/2 %	\$18 buyers
Do. (Founders')	100	\$10	\$10	none	Dr. \$2,551	Interim of 20 cents	6 1/2 %	\$10 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	\$1,548	Interim of 2	...	\$10 sales
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$37.39	None	...	\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$388	Final of 70 cents making \$1.20 for 1904	10 1/2 %	\$118
William Powell, Limited	12,000	\$10	\$10	\$5,000	...	year ending 30.5.1904	8 1/2 %	\$7
Steam Laundry Company, Limited	15,000	\$5	\$5	none	\$3,614	First year	...	\$38 buyers
Maatschappij tot Mijl. Bosch en Landbouwerij op de polders in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,099 Tls. 11,143	Tls. 27,187	3rd quarter of Tls. 10 paid 15.0.04	15 %	Tls. 110 sales
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,347	Tls. 5 for 1903	7 1/2 %	Tls. 100 sales
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,280	Interim of Tls. 6 for 1904	11 1/2 %	\$100 sales
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of Tls. 6 for 1904	11 1/2 %	\$100 sales
Do. (Founders')	133	\$15	\$15	...	...	None	...	\$100 sales
Do. (New Issue)	21,000	\$15	\$15	...	...	Preferential of 7 per cent for 1904	6 1/2 %	\$100 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	...	Dr. Tls. 15,518	Tls. 5 for 1903	6 1/2 %	Tls. 100 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Dr. Tls. 4,942	Tls. 5 for 1903	6 1/2 %	Tls. 100 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$332	Final of \$5 making \$5 for the year ending 31.12.03	9 1/2 %	\$155
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	\$37,493	\$15 for 1903	9 1/2 %	\$155 buyers
Straits Trading Company, Limited	25,000	\$10	\$10	\$500,000	\$37,493	\$15 for 1903	9 1/2 %	\$155 buyers
Fraser and Neave, Limited	14,500	\$50	\$50	\$112,500	\$37,493	\$15 for 1903	9 1/2 %	\$155 buyers
Maynard and Company, Limited	14,500	\$50	\$50	none	...	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$155 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	14,500	\$50	\$50	none	Dr. \$35,000	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$155 buyers
South China Morning Post, Limited	14,500	\$50	\$50	none	Dr. \$35,000	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$155 buyers